

Regulations between areas which are attainment for ozone and those which cannot be classified. So the Mississippi attainment status table for ozone in 40 CFR 81.325 will not change as a result of this action. The entire State of Mississippi will continue to be shown as attainment or unclassifiable for ozone.

This action is being taken without prior proposal because the designations are noncontroversial and EPA anticipates no comments on them. The public should be advised that this action will be effective 60 days from the date of this **Federal Register** notice. However, if notice is received within 30 days that someone wishes to submit adverse or critical comments, this action will be withdrawn and two subsequent notices will be published before the effective date. One notice will withdraw the final action and the other will begin a new rulemaking by announcing a proposal of the action and establishing a comment period.

Under 5 U.S.C. 605(b) the Administrator has certified that area designations do not have a significant economic impact on a substantial number of small entities.

The Office of Management and Budget has exempted this rule from the requirements of Section 3 of Executive Order 12291.

Under Section 307(b)(1) of the Clean Air Act, petitions for judicial review of this action must be filed in the United States Court of Appeals for the appropriate circuit on or before January 31, 1983. This action may be challenged later in proceedings to enforce its requirements.

#### List of Subjects in 40 CFR Part 81

Air pollution control, National parks, Wilderness areas.

(Sec. 107, Clean Air Act (42 U.S.C. 7407))

Dated: November 24, 1982.

Anne M. Gorsuch,  
Administrator.

[FR Doc. 82-32802 Filed 11-30-82; 8:45 am]

BILLING CODE 6560-50-M

#### NATIONAL SCIENCE FOUNDATION

45 CFR Parts 600, 680, 681, 682, 683, and 684

#### Conflict of Interests; Correction

AGENCY: National Science Foundation.

ACTION: Final rule; correction.

**SUMMARY:** This document makes technical corrections on a final rule document relating to conflict of interests published on July 26, 1982, 47 FR 32130.

#### FOR FURTHER INFORMATION CONTACT:

Office of the General Counsel, National Science Foundation, 1800 G Street, NW, Washington, DC 20550, Attention: Martin Lefcowitz (202/357-7439).

**SUPPLEMENTARY INFORMATION:** The following corrections are made in FR Doc. 82-20067 appearing on pages 32130-32153 in issue for July 26, 1982:

(1) On page 32130, column 3, paragraph 2, line 4, appearing under the heading "Classification" which reads " \* \* \* Executive Order 12044," is corrected to read, " \* \* \* Executive Order 12291."

(2) On page 32131, column 2, paragraph 1, line 4, appearing under the heading "Subpart B—Statutory Exemptions" which reads " § 680.22 Certification under 18 USC 205" is removed.

(3) On page 32145, column 2, paragraph 2, line 14, appearing under the heading for § 682.23(b) which reads "While an NSF employee you may not \* \* \* NSF award except as provided for in § 682.23(c)"; is corrected to read, "While an NSF employee you may not \* \* \* NSF award."

(4) On page 32145, column 2, paragraph 2, lines 19-21 appearing under the heading for § 682.23(c) which reads "Rotators home visits. Authorized travel and related expenses may be charged to your NSF award;" is removed.

(5) On page 32152 the following changes are requested:

#### Column 2, Line 11

Old: Visiting Committees—680.21(d)  
NEW: Visiting Committees—680.21(b)(8)

#### Column 2, Line 26

Old: Directories  
NEW: Directorates

#### Column 3, Line 20

Old: Presidential appointee—683.30  
NEW: Presidential appointee (full-time)—683.30(c) (d)

#### Column 3, Line 24

Old: Candidacy and Campaigns—683.42(c)  
NEW: Candidacy and Campaigns—683.42(a)

#### Column 3, Line 25

Old: Candidacy and Campaigns  
NEW: Candidacy and Campaigns—683.42(c)

Dated: November 23, 1982.

Donald N. Langenberg,  
Deputy Director, National Science Foundation.

[FR Doc. 82-32781 Filed 11-30-82; 8:45 am]

BILLING CODE 7555-01-M

#### INTERSTATE COMMERCE COMMISSION

#### 49 CFR Ch. X

[Ex Parte No. 55 (Sub-No. 55)]

#### Revision and Redesignation of Rules of Practice; Correction

AGENCY: Interstate Commerce Commission.

ACTION: Final rules; correction.

**SUMMARY:** At 47 FR 49534, November 1, 1982, the Commission published rules revising and redesignating all of its procedural regulations governing the conduct of formal cases which come before it for decision. That document contained inadvertent errors and omissions which this document corrects, as set forth below.

#### FOR FURTHER INFORMATION CONTACT:

James H. Bayne (202) 275-7429; or Kathleen M. King (202) 275-0976.

**SUPPLEMENTARY INFORMATION:** Title 49 of the CFR is corrected by correcting the document published at 47 FR 49534-49597 as follows:

#### PART 1132—PROTESTS AGAINST TARIFFS; PROCEDURES IN CERTAIN SUSPENSION AND LONG AND SHORT HAUL RESTRICTION MATTERS

##### § 1132.2 [Corrected]

(1) The newly redesignated and revised § 1132.2 on page 49575 is corrected by redesignating paragraph (b) as paragraph (b)(1).

#### PART 1138—PROCEDURES FOR REQUESTING SURCHARGE COST AND REVENUES FROM RAIL CARRIERS APPLYING A COMMODITY ORIENTED SURCHARGE OR CANCELLING THE APPLICATION OF A JOINT RATE PURSUANT TO 49 U.S.C. 10705(a)

(2) The amendments to Part 1138 on page 49577 are corrected by removing amendatory instruction (61).

#### PART 1139—PROCEDURES IN MOTOR CARRIER REVENUE PROCEEDINGS

(3) Amendatory instruction (62) on page 49577 is corrected by changing the Part heading of Part 1139 to read as set forth above.

#### Appendices I and II—[Corrected]

(4) In Appendices I and II to the newly redesignated and revised Subpart A to Part 1139 on pages 49579-49581 the references to "Appendix A" or "appendix A" are corrected to read "Appendix I" and the references to "Appendix B" or "appendix B" are



corrected to read "Appendix II" wherever they appear in Appendix I or II.

(5) In the footnotes to Appendix I to the newly redesignated and revised Subpart A of Part 1139 on page 49580 the reference to "§ 1104.3" in footnote 2, line 2, is corrected to read "§ 1139.3."

#### § 1139.5 [Corrected]

(6) In the newly redesignated and revised § 1139.5 on page 49578, the second sentence is corrected by adding the words "data as" to follow the word "underlying."

(7) The amendments to Part 1139 on page 49581 are corrected by removing amendatory instruction (66).

#### PART 1140—REASONABLY EXPECTED COSTS UNDER 49 U.S.C. 10705a

(8) The amendments to Part 1140 on page 49581 are corrected by adding an amendatory instruction (67A) to read as follows:

(67A) The authority citation to the newly redesignated Part 1140 is revised to read as follows:

Authority: 49 U.S.C. 10705a and 10321; 5 U.S.C. 559.

#### PART 1150—CERTIFICATE TO CONSTRUCT, ACQUIRE, OR OPERATE RAILROAD LINES

(9) The part heading which precedes amendatory instruction (70) on page 49581 is corrected to read as set forth above.

#### PART 1152—ABANDONMENT AND DISCONTINUANCE OF RAIL LINES AND RAIL TRANSPORTATION UNDER 49 U.S.C. 10903

(10) The amendments to Part 1152 on pages 49581 and 49582 corrected by adding amendatory instruction (74A) to read as follows:

(74A) In the newly redesignated Part 1152, the part heading is revised to read as set forth above.

#### PART 1153—DISCONTINUANCE OF CHANGE OF RAIL OR FERRY OPERATIONS UNDER 49 U.S.C. 10908 or 10909

(11) Amendatory instruction (92)(f) on page 49582 is corrected to read as follows:

(f) In the newly redesignated paragraph (f), the reference to "paragraph (e)" in the last sentence is revised to read "paragraph (b)."

#### PART 1160—HOW TO APPLY FOR OPERATING AUTHORITY

##### § 1160.20 [Corrected]

(12) The section heading to the newly redesignated and revised § 1160.201 on page 49585 is corrected to read:

"§ 1160.20 Appeals to rejections of the application."

##### § 1160.64 [Corrected]

(13) The filing fee of "\$100" named in paragraph (b) of § 1160.64 on page 49587 is corrected to read "\$200."

#### PART 1163—TEMPORARY OPERATING AUTHORITIES AND APPROVALS

(14) Amendatory instruction (132)(a) on page 49590 is corrected to read as follows:

(a) In paragraph (a), "210a(a) or 311(a) of the Interstate Commerce Act (49 U.S.C. 310a(a), 911(a))" is revised to read "49 U.S.C. 10928."

#### PART 1175—ISSUANCE OF SECURITIES AND ASSUMPTION OF OBLIGATIONS AND LIABILITIES

(15) Amendatory instruction (155) on page 49691 is corrected by redesignating paragraphs (b) and (c) as paragraphs (a) and (b) and by adding the following to precede the newly redesignated paragraph (a):

##### § 1175.6 [Amended]

(155A) In the newly redesignated § 1175.6, the statutory references are revised to read as follows:

#### PART 1180—RAILROAD ACQUISITION, CONTROL, MERGER, CONSOLIDATION PROJECT, TRACKAGE RIGHTS, AND LEASE PROCEDURES

(16) Amendatory instruction (176) on page 49592 is corrected to read as follows:

(176) The authority citations of Subparts A and B of the newly redesignated Part 1180 are removed.

#### PART 1181—TRANSFERS OF OPERATING AUTHORITY UNDER 49 U.S.C. 10926

(17) The amendments to Part 1181 on pages 49592 and 49593 are corrected by adding an amendatory instruction (206A) to read as follows:

(206A) The authority citation to the newly redesignated Subparts A-E are removed.

#### PART 1182—MOTOR CARRIER APPLICATIONS TO CONSOLIDATE, MERGE, OR ACQUIRE CONTROL UNDER 49 U.S.C. 11343-11344

(18) Amendatory instruction (210)(r) on page 49594 is corrected to read as follows:

(r) In paragraph (g)(2), "Also" and the commas which precede and follow the word "simultaneously" in the second sentence, and "the" which precedes "dismissed" in the third sentence are removed.

(19) Amendatory instruction (213)(b) on page 49594 is corrected to read as follows:

(b) In paragraph (a)(2), the word "determine" and the word "it" that follows "bring" are removed, and "the evidence" is added to follow the word "out."

(20) Amendatory instruction (214)(g) on page 49594 is corrected to read as follows:

(214) In paragraph (g), the commas which follow the word "oppose" both times it appears and the word "seasonably" are removed.

#### PART 1183—CONTROL OF CONSOLIDATION OF MOTOR CARRIERS OR THEIR PROPERTIES

(21) Amendatory instruction (215) on page 49594 is corrected to read as follows:

(215) Former Part 1134 is redesignated as Part 1183 as follows:

§ 1134.1 redesignated as § 1183.1;  
§ 1134.3 redesignated as § 1183.2;  
§ 1134.4 redesignated as § 1183.3;  
§ 1134.6 redesignated as § 1183.4;  
§ 1134.50 redesignated as § 1183.5;  
§ 1134.51 redesignated as § 1183.6;

#### PART 1184—MOTOR CARRIER POOLING OPERATIONS

(22) The amendments to Part 1184 on page 49595 are corrected by adding an amendatory instruction (227A) to read as follows:

(227A) In the newly redesignated Part 1184, the part heading is revised to read as set forth above.

#### PARTS 1186-1189—[RESERVED]

(23) Amendatory instruction (240) on page 49595 is corrected to read as follows:

(240) New parts 1186-1189 are added and reserved.

#### PART 1190—REORGANIZATION OF RAILROADS

(24) Amendatory instruction (246) on page 49595 is corrected to read as follows:



(246) In the newly redesignated Part 1190, § 1190.20-1190.24 are designated as Subpart B, and the heading "Ratification of Appointment as Trustee" is amended by designating it as the heading for Subpart B as follows:

#### Subpart B—Ratification of Appointment as Trustee

#### PART 1191—CORPORATE REORGANIZATION OF CARRIERS AND CORPORATIONS

(25) Amendatory instruction (249) on page 49596 is corrected to read as follows:

(249) The authority citation to the newly redesignated Part 1191 is revised and a note is added to follow the revised citation to read as follows:

**Authority:** 49 U.S.C. 10321; 5 U.S.C. 559 and Section 177 of Act of June 22, 1938, 52 Stat. 891.

**Note.**—The regulations in parts 1190, 1191 and 1192 apply only to carriers which are the subject of bankruptcy or reorganization proceedings instituted prior to October 1, 1978 under the then-effective bankruptcy laws. Carriers in bankruptcy or undergoing reorganization pursuant to proceedings filed after October 1, 1978 and subject to the present provisions of Title 11, United States Code, are not subject to these regulations.

#### PART 1192—CORPORATE REORGANIZATION OF MOTOR CARRIERS

(26) Amendatory instruction (254) on page 29596 is corrected to read as follows:

(254) The authority citation to the newly redesignated Part 1192 is revised and a note is added to follow the revised citation to read as follows:

**Authority:** 49 U.S.C. 10321; 5 U.S.C. 559 and Section 177 of Act of June 22, 1938, 52 Stat. at 891.

**Note.**—The regulations in parts 1190, 1191 and 1192 apply only to carriers which are the subject of bankruptcy or reorganization proceedings instituted prior to October 1, 1978 under the then-effective bankruptcy laws. Carriers in bankruptcy or undergoing reorganization pursuant to proceedings filed after October 1, 1978 and subject to the present provisions of Title 11, United States Code, are not subject to these regulations.

#### PART 1011—COMMISSION ORGANIZATION; DELEGATIONS OF AUTHORITY

(27) Amendatory instruction (271) on page 49597 is corrected to read as follows:

(271) In § 1011.7, the words "Rule 66(a) of the general rules of practice," in paragraph (d) are removed.

(28) Amendatory instruction (272) on page 49597 is corrected to read as follows:

(272) In § 1011.7, the words "Rule 95 of the general rules of practice" and the parentheses that surround "49 CFR 1113.3(a)," in paragraph (e) are removed.

#### PART 1012—MEETINGS OF THE COMMISSION

(29) Amendatory instruction (260) on page 49596 is corrected to read as follows:

(260) Part 1012 is amended by replacing the reference in the left-hand column with the reference in the right-hand column wherever it appears.

<i>Old Reference</i>	<i>New Reference</i>
49 CFR 1100.09	49 CFR Part 1115

By the Commission.

Agatha L. Mergenovich,  
Secretary.

[FR Doc. 82-32841 Filed 11-30-82; 8:45 am]  
BILLING CODE 7035-01

#### 49 CFR Part 1057

[Ex Parte No. MC-43 (Sub-No. 13)]

#### Lease and Interchange of Vehicles; Correction

**AGENCY:** Interstate Commerce Commission.

**ACTION:** Final rules; correction.

**SUMMARY:** At 47 FR 51136, November 12, 1982, the Commission modified its lease and interchange regulations set forth at 49 CFR 1057.12. In that decision, an addition to paragraph (f) concerning allocation of responsibility for loading and unloading property was inadvertently omitted. This notice corrects that omission.

#### FOR FURTHER INFORMATION CONTACT:

Wayne Miller, (202) 275-1763,  
or  
Mary Kelly, (202) 275-7292.

**SUPPLEMENTARY INFORMATION:** Section 1057.12 is corrected by adding the following sentence to follow the first sentence in paragraph (f).

#### § 1057.12 Written lease requirements.

\* \* \* \* \*

(f) *Items specified in lease.* \* \* \* The lease shall clearly specify who is responsible for loading and unloading the property onto and from the motor vehicle, and the compensation, if any, to be paid for this service.

\* \* \* \* \*

Dated: November 23, 1982.

By the Commission, Chairman Taylor, Vice Chairman Gilliam, Commissioners Sterrett, Andre, Simmons, and Gradison.

Commissioner Sterrett was absent and did not participate.

Agatha L. Mergenovich,  
Secretary.

[FR Doc. 82-32813 Filed 11-30-82; 8:45 am]  
BILLING CODE 7035-01-M

#### 49 CFR Part 1306

[Docket No. 38900]

#### Identification of Rates Filed Under Zone of Rate Freedom by Motor Carriers of Passengers

**AGENCY:** Interstate Commerce Commission.

**ACTION:** Notice of final rules.

**SUMMARY:** The Interstate Commerce Act, as amended by the Bus Regulatory Reform Act of 1982, permits motor carriers of passengers to file individual rate changes within a zone of rate freedom. Under the provisions of Section 11 of the Bus Act, the Commission may not investigate, suspend, revise, or revoke any single-line rate proposed by a motor common carrier of passengers, or joint rate proposed by one or more such carriers, applicable to any transportation (other than special or charter transportation) on the basis that such rate is unreasonable because it is too high or too low. Larger adjustments are allowed in subsequent years. The Act requires that the carriers notify the Commission when they wish to have rates considered under this provision. Participation in a general rate increase by a passenger carrier will reduce the upward zone of freedom.

This document publishes rules which will set forth the manner in which notification of these changes will be made. The effect on the carriers will be minimal since only a small amount of additional wording will be required in the letters of transmittal.

**DATE:** These final rules will become effective on December 1, 1982.

**FOR FURTHER INFORMATION CONTACT:** William P. Geisenkotter, Chief, Section of Tariffs, Bureau of Traffic, Interstate Commerce Commission, Washington, D.C. 20423, (202) 275-7739.

**SUPPLEMENTARY INFORMATION:** On October 20, 1982, the Commission served a Notice of Proposed Rulemaking, to amend the tariff publishing regulations, setting forth the manner in which notification of changes in rates under the Zone of Rate Freedom will be made (47 FR 46727, October 20, 1982). This notice presented the manner in which notification to the Commission



and the public is to be made on tariff publications and revisions, as well as their accompanying letters of transmittal. Also, the upper and lower limits of the Zone of Rate Freedom as set out in the Bus Regulatory Reform Act of 1982, are now incorporated into our tariff publishing rules.

#### Comments, Discussion and Conclusion

Comments concerning the proposed rules were received from the National Bus Traffic Association, Inc., Agent (NBTA). In their comments, NBTA makes suggestions of possible changes in the proposed rules.

One of the suggestions is the inclusion of the word "rate" whenever the phrase "fare, charge, or provision" is used in the regulations. The phrase would be "fare, rate, charge, or provision."

NBTA first suggests that we include the word "rate" whenever the phrase "fare, charge, or provision" is used in the regulations. This change confirms that ZORF procedures apply to express service as well as passenger service, and will be adopted. The phrase "fare, rate, charge, or provision" will be used in the regulations.

NBTA next observes that the proposed rules apply only to increases of 10 percent and decreases of 20 percent above or below the rate in effect one year prior to the effective date of the Act. The Act, however, provides for an expanding zone of freedom for 3 years, followed by the complete removal of our suspension and investigation power with respect to the reasonableness of independently established rates of motor carriers of passengers. Our rules will therefore be amended to reflect the complete scope of the ZORF under the Act.

Finally, NBTA argued that the proposed rules are "onerous" and need to be simplified. The burden alleged in the proposed rules lay in two requirements. First, carriers were required to notify us that particular tariff proposals were filed under the ZORF by including an "appropriate statement" not only in the letter of transmittal, but also on each title page of a ZORF tariff and on every other page containing a ZORF rate. Second, the carrier was required to identify, on the letter of transmittal accompanying every ZORF filing, the specific page or item in which the comparison rate (the rate in effect one year prior to the filing date or on November 19, 1982, as applicable) could be found.

We have revised our rules to limit substantially the burden in filing ZORF tariffs. Identification of the comparison rate will be required only when ZORF rates or fares are protested; we can then

quickly determine whether the proposal is properly filed under the ZORF. Also, only the letter of transmittal need contain the statement notifying use of which rates and fares are filed under the ZORF. We do not need to encumber our permanent tariff files with ZORF notifications because we anticipate that any complaints against rates and fares will be filed very shortly after they become effective. Our proposed rules have been amended accordingly.

We do not believe that bus riders will be prejudiced by our decision to only identify rates or fares filed within the zone in the letter of transmittal. Bus rider's information about rates and fare increases generally comes from simplified public notices by the carrier and not from the actual tariffs filed at the ICC. Nothing would be gained by requiring information to be added to the tariff document about whether a rate or fare is filed under the zone of freedom provisions. Since zone rates properly filed cannot be suspended, investigated, or revoked by the Commission on the basis of reasonableness, we would expect carriers to seek to minimize protests in their own interest, by informing bus riders or their representatives of these zone filed non-suspendible rate or fare changes.

#### Regulatory Flexibility Act

This revision does not require notice and comment under Section 553 of the Administrative Procedure Act (5 U.S.C. 553) because it merely establishes notification procedures mandated by Congress and thus is only a procedural and not a substantive rule. Indeed, this will impose a very minor burden on the carriers who will benefit overall from the zone of rate freedom. Since notice and comment is not required, the Regulatory Flexibility Act is inapplicable.

This decision does not affect significantly either the quality of the human environment or energy resources.

#### It Is Ordered

1. Chapter X of Title 49 of the Code of Federal Regulations is amended as set forth in the appendix.

2. Notice of this decision will be given to the public by depositing a copy in the Office of the Secretary, Interstate Commerce Commission, Washington, D.C., and by delivering a copy to the Director, Office of the Federal Register as notice to all interested persons.

#### List of Subjects in 49 CFR Part 1306

Buses, Freight, Motor carriers.

This decision is issued under authority of Section 10762 of the Interstate Commerce Act, (49 U.S.C.

10762), and under Section 553 of the Administrative Procedure Act, (5 U.S.C. 553), and Section 11 of the Bus Regulatory Reform Act of 1982.

Decided: November 17, 1982.

By the Commission, Chairman Taylor, Vice Chairman Gilliam, Commissioners Sterrett, Andre, Simmons and Gradison. Commissioner Sterrett was absent and did not participate.

Agatha L. Mergenovich,  
Secretary.

#### Appendix

Chapter X of Title 49 is amended as follows:

#### PART 1306—[AMENDED]

1. Section 1306.1 is amended by adding a new paragraph (d) as follows:

#### § 1306.1 Construction and filing of tariffs.

(d)(1) The letter of transmittal accompanying each tariff publication which contains a fare, rate, charge, or provision which the carrier wishes to have considered pursuant to the zone of rate freedom provisions of 49 U.S.C. 10708(d)(4) shall indicate this by including an appropriate statement.

(2) If application of the proposed fare, rate, charge, or provision would result in an increase in charges, the letter shall state that the proposed increase in the aggregate is not more than 10 percent above that in effect one year prior to the effective date of the proposed increase. On November 19, 1983, the figure increases to 15 percent. On November 19, 1984, the figure increases to 20 percent. When only some increases are within the zone, they should be designated individually.

(3) If the application of the proposed fare, rate, charge, or provision would result in a reduction in charges, the letter shall state that the proposed reduction in the aggregate shall be no more than 20 percent below the lesser of that in effect on November 19, 1982 (or, in the case of any charges which the carrier or carriers first establish after such date for a service not provided by the carrier or carriers on such date, such charge on the date such charge first becomes effective) or the charge in effect one year prior to the effective date. On November 19, 1983, the figure changes to 25 percent; and, on November 19, 1984, the figure changes to 30 percent. When only some decreases are within the zone, they should be designated individually.

(4) Three years after the effective date of the Act, the Commission may not investigate, suspend, revise, or revoke



any rate proposed by a motor common carrier of passengers on the grounds that such rate is unreasonable on the basis that it is too high or too low, unless the proposed rate is established collectively in accordance with the procedures of an agreement approved by the Commission under section 10706(b) of the Act. After November 19, 1985, statements required in (d)(2) and (d)(3) of this section shall no longer be required. In publishing and filing a tariff under section 10762, the carrier shall disclose whether such rate is the result of collective ratemaking procedures pursuant to an agreement approved by the Commission under section 10706(b) of this title.

(5) If a fare, rate, charge, or provision filed under the zone of rate freedom provisions of 49 USC 10708(d)(4) is protested, the carrier shall, in its reply to the protest, identify the number of the item (or page) and tariff in which the fare, rate, charge, or provision may be found that was in effect one year prior to the effective date of the proposed rate, or on November 19, 1982, or both, as appropriate.

2. Part 1306 is amended by adding a new § 1306.20 as follows:

**§ 1306.20 Zone of rate freedom.**

(a) The letter of transmittal accompanying each tariff, supplement or looseleaf page which contains a fare, rate, charge, or provision which the

carrier wishes to have considered pursuant to the zone of rate freedom provisions of 49 U.S.C. 10708(d)(4) shall indicate this by including an appropriate statement.

(b) If application of the proposed fare, rate, charge, or provision would result in an increase in charges, the letter shall state that the proposed increase in the aggregate is not more than 10 percent above that in effect one year prior to the effective date of the proposed increase. On November 19, 1983, this figure changes to 15 percent; and, on November 19, 1984, the figure changes to 20 percent. When only some increases are within the zone, they should be designated individually.

(c) If the application of the proposed fare, rate, charge, or provision would result in a reduction in charges, the letter shall state that the proposed reduction in the aggregate shall be no more than 20 percent below the lesser of the charges in effect on November 19, 1982 (or, in the case of any charge which the carrier or carriers first establish after such date for a service not provided by the carrier or carriers on such date, such charge on the date such charge first becomes effective) or the charge in effect one year prior to the effective date. On November 19, 1983, this figure changes to 25 percent; and, on November 19, 1984, the figure changes to 30 percent. When only some decreases

are within the zone, they should be designated individually.

(d) Three years after the effective date of the Act, the Commission may not investigate, suspend, revise, or revoke any rate proposed by a motor common carrier of passengers on the grounds that such rate is unreasonable on the basis that it is too high or too low, unless the proposed rate is established collectively in accordance with the procedures of an agreement approved by the Commission under section 10706(b) of the Act. After November 19, 1985, statements required in paragraphs (b) and (c) of this section shall no longer be required. In publishing and filing a tariff under section 10762, the carrier shall disclose whether such rate is the result of collective ratemaking procedures pursuant to an agreement approved by the Commission under section 10706(b) of the Act.

(e) If a fare, rate, charge, or provision filed under the zone of rate freedom provisions of 49 U.S.C. 10708(d)(4) is protested, the carrier shall, in its reply to the protest, identify the number of the item (or page) and tariff in which the fare, rate, charge, or provision may be found that was in effect one year prior to the effective date of the proposed rate, or on November 19, 1982, or both, as appropriate.

(5 U.S.C. 553; 49 U.S.C. 10762)

[FR Doc. 82-32812 Filed 11-30-82; 8:45 am]

BILLING CODE 7035-01-M